



**NEW VINTAGE USA
DETROIT**

**NEW VINTAGE INSTRUMENT AND GAUGE KIT
INSTALLATION INSTRUCTIONS**

1979-1986 MUSTANG KIT



**PRODUCT PAGE
AND WIRING**



**SMALL BLOCK FORD
SPECIFIC INSTALL**



**HOLLEY TERMINATOR/X-MAX
SPECIFIC INSTALL**



**COYOTE SPECIFIC
INSTALL INFO**



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NVU GAUGE PACKAGES FOR 79-86 MUSTANG PANEL INSTRUCTIONS

Thank you for choosing NVU as the source for your instrumentation and mounting solution needs. This kit is intended to be a universal installation package set up with most features for a 1979-1986 Mustang. Wiring into the factory or aftermarket harness is not required but can be tapped into for some functions. Please refer to the instrument instruction booklet for gauge operation and this page for panel instructions and wiring to factory harness. Functions such as fuel sender, turn signal and hi beam may be easier to tap into the harness.

To begin:

Remove Factory dash shroud and cluster, carefully remove plug fro back of cluster and any other attached parts.

WARNING LAMP WIRING AND OPERATION:

The warning lamps in the panel are 12V pre-wired, no need for additional resistors for operation. Red lead is 12V+ black is ground. Each lamp can be triggered with a 12V+ or ground signal. It is best to commonize powers or grounds on all gauges or lamps for a clean installation.

SPEED SIGNAL:

Use the factory VSS (vehicle speed signal)(if so equipped) and connect to the signal input on the speedometer. If the transmission does not have a speed sender, NVU recommends a hall effect or sine wave sender provided by NVU.

TACH SIGNAL: Can be picked up from factory cluster wiring, negative side of the coil or from the PCM, CDI box, etc

ALTERNATOR CHARGING:

Install a 510-ohm ¼ watt resistor as shown in the diagram. This will trick the charging circuit to believe the factory cluster is installed. This resistor is on the back of the factory cluster or a new one may be purchased at any electronic store. If after resistor installation the alternator will not charge, a bulb will have to be installed to ump the alternator. This can be installed in the same spot as the resistor, in addition to the resistor.

GAUGE WIRING:

NVU recommends running new wires when possible to avoid issues that may come up re-using original wires. Common problems include using the incorrect lead or broken connections. Often times it is easier to run new wires especially for the water temperature, oil pressure, vehicle speed and engine sped signals. Ground the set well to a good chassis ground.

GAUGE LIGHTING:

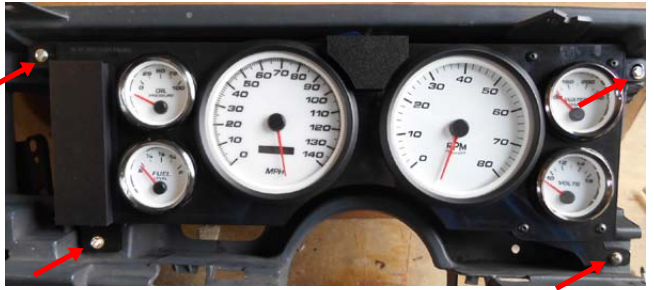
Perimeter lit kits use incandescent biulbs that can be dimemd by the factory dimmer. The LED lighting in the gauges is not dimmable using the stock rheostat. The lighting circuit in the original vehicle may be used to switch the lamps on, but the dimming frature can be added using an NVU LED dimmer if needed.

TEST FIT PANEL AND ADJUST AS REQUIRED PRIOR TO WIRING

STEP 1: Remove factory panel and gauge cluster as needed. Some trimming may be required, see below. Check your panel for fitment BEFORE doing any trimming, may not be required



STEP 2: Position gauges as you desire in cluster. Lightly torque down back clamps so you can still adjust from the front. Gauges can be placed in any position. Lightly secure back in cluster housing using #6 OR #8



STEP #3 Position bracket and gauges as desired. All holes are slotted/oversize for a great fit for YOUR vehicle. When satisfied, tighter back clamps, re-check and remove from cluster. Wire as needed and re-install



Helpful hint:

To have your gauges closer together, some minor trimming/or sanding may be required on the back clamps.

REAR VIEW OF CLUSTER/LAMP POSITIONS



KIT CONTENTS:

79-86 MUSTANG BRACKET

6 GAUGE KIT:

4-3/8" PROGRAMMABLE SPEEDOMETER

4-3/8" TACHOMETER

2-1/16" OIL PRESSURE, WATER TEMPERATURE, VOLTAGE AND FUEL

LEVEL (73-10) GAUGES

TEMPERATURE SENDER

OIL PRESSURE SENDER

SPEEDOMETER HARNESS

TACHOMETER HARNESS (STEPPER MOTOR ONLY)

4 EA #6 SHEETMETAL SCREWS

4 EA #8 SHEETMETAL SCREWS

INSTRUCTION BOOKLET